

PLUMBERS & STEAMFITTERS LOCAL 342

Comments on the *Draft EIR for the Chevron Richmond Long Wharf Terminal Lease Consideration*

A large part of the future use of the Point San Pablo Peninsula will include public access and recreation. Considering that at this time there is only one road accessing the peninsula and that road comes directly off of I-580, without non-vehicular access, people without an automobile will be denied access to these public lands. Please keep in mind that there is no public transportation to the peninsula. No busses, BART, trains, ferries or even walkways. A good swimmer might give it a try but considering that the swimmer would have to pass by Chevron/Texaco's effluent discharge system, this would not be a wise choice.

Even Caltrans has built a Bay Trail segment under the Richmond/San Rafael Bridge to connect the north and south sections of the Trail so their freeway and bridge would not be a hindrance to the continuation of the Trail.

Upstream Molate, the owner and developer for the former Point Molate Naval Fuel Depot located on the peninsula, has even made the inclusion of the Bay Trail a part of their development plan. They've even gone so far as to include plans to actually build that section of the Trail, to pay for the construction and to pay for the maintenance of the Trail.

Chevron/Texaco has worked with community groups in the past to find a solution to this problem but it appears to have been merely a means to appease community "agitators" while Chevron/Texaco continues with "business as usual".

It should be noted that public roads transect two other refineries in Contra Costa County (and until recently there was a third). In Martinez a major thoroughfare (Marina Vista Avenue) not only cuts through the refinery but is literally right next to Shell Oil's gasoline blending tanks. If anyone should express a security concern it should be Shell but, in reality, whatever security problems may have occurred over the years, Shell has been able to resolve the problems without barricading off Martinez from the public.

Agreeing entirely with, and quoting from the good people at TRAC, *The legislature declared in Section 21002 of CEQA that "...public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant effects of such projects..."* It is clear from the discussion above that a new Long Wharf lease would create significant direct, indirect and cumulative transportation, land use and recreational impacts and also be inconsistent with adopted plans of the City of Richmond, Contra Costa County, ABAG and MTC. In the absence of findings pursuant to CEQA Section 21081, the CSLS must either deny the lease or adopt measures to avoid or mitigate the impacts of entering into.

Chevron/Texaco has been an important part of Richmond's landscape for more than 100 years and no reasonable person would suggest denying them access to the waterways for the transport of their products. That being understood, no reasonable person would also

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suggest that the community (or the State of California) should turn a blind eye to the needs of the community and allow Chevron/Texaco unfettered access to the waterways at the expense of the very public who actually owns these lands.

The Officers and Members of the Plumbers and Steamfitters Local 342 suggest the following to be included as part of the mitigation **before** the lease is extended:

1. Public access easements for a two-way multi-use Class I Bay Trail segment connecting (A) Tewksbury Avenue with the existing Trail on the south side of the Richmond/San Rafael Bridge toll plaza area and (B) the north side of the I-580 corridor with the City of Richmond's former Point Molate Naval Fuel Depot via the planned shoreline Bay Trail route.
2. Funds to design, permit and build the Option 2 Bay Trail in the 7/31/01 Questa Feasibility Study of Bay Trail Routes to the Point San Pablo Peninsula.

Possessing the legal authority to demand that the public be considered before awarding lucrative public lands to private businesses, the CSLC now has the authority to set things right and serve both the public and business. We keep referring to what reasonable people might do. Since the CSLC is made up of reasonable people who were appointed, and swore an oath to serve the people, the Officers and Members of Local 342 encourage you to take the necessary steps to ensure that all parties are served in this matter.

Sincerely,



Jay Williams  
Business Manager/Financial Secretary

### **Response to Comment Set #34**

34-1

Please see first two paragraphs of response to Comment 39-3 and 3-15, respectively.

34-2

Please refer to response to Comment 3-13.

34-3

Please refer to response to Comment 3-14.